

Automated Commercial Environment—Requirements Recommendation

Date:	August 31, 2001
Number:	MMM – HL 05
Requestor:	Multi-Modal Manifest Subcommittee
Customs Co-Chair:	John Considine
Trade Co-Chair:	Len Podgurny

Requirement

USCS regulations currently require a separate identifying inbound control number for each part of a split shipment. The air waybill number is used for the first part of the split and individual USCS 7512 control numbers are assigned to each subsequent part of the split shipment. Master Air Waybill on splits, Master Air Waybill/House Waybill combination on house bills

ASSUMPTIONS:

1. Unique identifier for each shipment (use of unique bill numbers in use)
2. Option of using the V number is to be retained as an option
3. Toni and Becky to work with Tim on understanding

Business Need

If Air waybill or house air waybill numbers were used as USCS 7512 control numbers in all instances, the amount of paperwork and electronic entries would be reduced. Also, carriers would eliminate the arduous task of keeping track of and issuing 7512 control numbers by USCS, along with the task of calculating 7512 numbers. This would eliminate many data integrity problem for both USCA and carriers. Adding other elements to the identification process such as flight number and date could identify individual splits.

Technical Need

Benefits

Risks**Related Subcommittees**

Priority: **Critical** ☐ **High** ☐ **Medium** ☐ **Low** ☐

Customs Use Only

Approved ☐ **Not Approved** ☐ **Further Evaluation Required** ☐